

MY CITY my AIRPORT

Flying Into the Future



San Antonio Airport System Overview

The San Antonio Airport System is operated by the City of San Antonio's Aviation Department and is comprised of two airports – the San Antonio International Airport or SAT and Stinson Municipal Airport or SSF, which is the official General Aviation or GA reliever for SAT. The Aviation Department employs about 500 people to support airport system operations. Airport operations and improvements at SAT are paid for by user fees, bond proceeds and money from the Aviation Trust Fund, which is disbursed by the Federal Aviation Administration or FAA. No general tax fund revenues are used to operate or maintain the Airport System. Operations and maintenance at SSF are funded through user fees and Texas Aviation Block Grant funds.

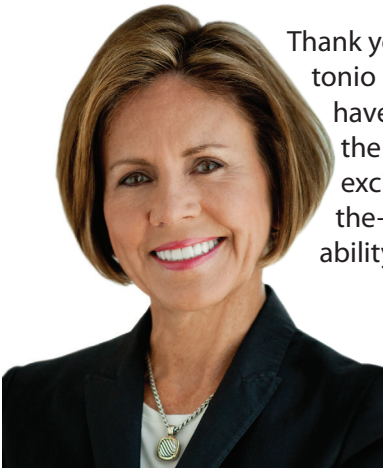
Frank R. Miller, Director of Aviation, has overall responsibility for the management, administration and planning of the Airport System. Assisting Mr. Miller to carry out these responsibilities are experienced leaders from each of the department's primary divisions. They include: Tim O'Krongley, Assistant Director – Operations; Ellen Erenbaum, Assistant Aviation Director – Finance and Administration; and Loyce D. Clark, Assistant Aviation Director – Planning & Development/Construction.

Mr. Miller is responsible to City Manager Sheryl Sculley, who is appointed by the City Council, and his direct liaison to the City Manager's Office is Deputy City Manager Pat DiGiovanni. City Manager Office representatives work closely with the mayor and members of the City Council to ensure the city's business programs and operations reflect policy goals and objectives established by the City Council.

The City Council appoints a 19-member Airport Advisory Commission or AAC, which is made up of leaders representing the community at large and airport neighborhoods, the city's business sector and tourism industry, local and federal government agencies and airport tenants. The commission's primary purpose is to advise the Aviation Director on air transportation initiatives and policies, including any noise-related issues affecting the Airport System. Loren Wood is the current AAC chairman and oversees the commission's monthly meetings.

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Thank you for your interest in San Antonio's Airport System. I am pleased to present the San Antonio Airport System 2010 Year in Review report, which highlights many exciting changes that have taken place during the past year. In 2010, the new Terminal B opened to accommodate the thousands of passengers that travel through San Antonio for leisure and business. Other exciting improvements included the opening of a new bi-level roadway system and a "behind-the-house" baggage screening system and facility. These new facilities will enhance the city's ability to provide a world-class gateway and experience to the traveling public.

To complement our new Terminal B, the City is evaluating potential enhancements to the existing Terminal A. In addition, the City continues to focus on preserving our environment and reached a significantly higher level when stimulus funds from an Energy Efficiency and Conservation Block Grant were used to install a solar photovoltaic system on the top floor of the San Antonio International Airport Long-Term Parking Garage. Energy generated from the solar panels provides power to the parking garage.

As San Antonio continues to grow, our transportation systems are becoming increasingly important to our long-term business and economic development goals. Looking further ahead to the future, the City Council approved an update to the San Antonio International Airport Master Plan. The updated report, "Vision 2050", identifies the development options for land use, facilities and services that ensure San Antonio's commercial airport meets its strategic objectives and can accommodate expected passenger and aircraft operating levels projected during the next 20 years. The overall objective was to determine what facilities would be needed to accommodate growth in air service during the next 20 years and to develop a comprehensive vision beyond the 20-year planning horizon that lays out potential growth areas that complement the city's overall transportation needs. An example of an area that needs consideration is the airport's possible role in the emerging passenger rail system between San Antonio and Austin.

San Antonio is the seventh largest city in the United States, has a corporate boundary of 467 square miles, an affordable cost of living and serves a population of 1.35 million residents. The City of San Antonio is business-friendly and has a balanced budget, a healthy financial reserve, an "AAA" General Obligation Bond rating by the three leading financial rating agencies. These factors contribute to the City's healthy and ever-growing industry sectors. The City of San Antonio's forward-thinking planning and innovative programs have resulted in our organization being the recipient in 2010 of many awards and recognitions. Some of these recognitions included:

- *RelocateAmerica.com* named San Antonio one of the "Top 100 Places to Live for 2010" and cited San Antonio as a city with one of the strongest economies in the country that is "poised for swift economic recovery."
- *U.S. News and World Report's* new travel website section highlighted San Antonio as a top travel destination with several top rankings: number two for best family vacation destination in the United States, 16th most affordable travel hotspot and 18th best destination in the U.S.
- San Antonio was ranked the strongest U.S. metropolitan economy by *Business Week*. Rankings were based on job growth, employment, economic growth and the local housing market.

Improving airport facilities and air service with additional nonstop flights to vital markets is a targeted goal of our City officials and the business community. We are also focused on improving the quality of life for residents of San Antonio by investing in economic growth and developing a comprehensive transportation system. Your continued support of the City's Airport System and transportation initiatives is appreciated.

A handwritten signature in black ink that reads "Sheryl Sculley".

Sheryl Sculley
City Manager



The Airport System achieved several milestones in 2010 that resulted in the opening of new doorways to the world. After many years of planning, followed by several years of implementing major construction projects, the new San Antonio International Airport or SAT Terminal B was completed and opened to the public with world-class concessions, customer amenities, extended bi-level roadway and a consolidated baggage handling system facility. These projects, along with major airfield infrastructure improvements, such as the \$33 million Runway 3/21 Extension Project set for completion in 2012, were recommended in the 1998 SAT Master Plan.

After achieving these historic improvements to SAT's infrastructure, the focus will look toward the next five, 10 and 20 years. The roadmap for the future was developed through a master planning process that included participation from the city of San Antonio business and civic communities and various state and federal agencies. This plan, approved by the City Council in December 2010, now is awaiting approval by the FAA.

Although flights from San Antonio include more than 30 nonstop destinations, the Aviation Department staff members and city of San Antonio officials and business community leaders are continuing their focus on improving air service. Securing more new nonstop flights to top business destinations is an unceasing endeavor. Despite continuous economic challenges, improvements achieved in 2010 were impressive. They include Delta Air Lines on September 7, 2010 initiated nonstop flights to New York's JFK Airport; Frontier Airlines began nonstop service to Milwaukee on November 19, 2010; Continental and Delta announced each would start in the spring of 2011 seasonal nonstop flights between San Antonio and Cancun, Mexico; and AeroMexico announced it would upgrade equipment on its San Antonio-Mexico City route from a once per day flight on a 50-seat regional jet to twice daily flights on a 130-seat Boeing 737.

San Antonio Airport System gross revenues for fiscal year 2010 totaled \$64 million, a 3 percent increase over 2009 results. The three most significant revenue sources were airline rentals and charges, parking fees and concession revenues. Non-airline revenues represented 65 percent of the total revenues earned in fiscal year 2010. Operating and maintenance expenses remained about the same as in fiscal year 2009. This is due to concerted efforts to control our expenses and keep the costs to airlines as low as possible. Overall, gross revenues exceeded operating expenses and resulted in net revenues before debt service totaling \$24,172.125, an increase of 7.7 percent compared with fiscal year 2009.

Stinson Municipal Airport also realized a major milestone on March 12, 2010, when the extension of Runway 9/27 was completed and opened to aircraft operations. This is a major boost for Stinson because it now can host a more diverse and wider range of general aviation aircraft. The new terminal facilities that opened in 2009, the completed runway extension and other airfield improvements to expand facility capacity were projects recommended in the 2002 Stinson Master Plan. It now is time to focus on the future, and a new airport master plan process will be initiated in 2011.

The support that the Airport System receives from city of San Antonio officials, federal and state agencies, the local neighborhoods and business community, the Airport Advisory Commission and exceptional Aviation Department employees and airport volunteers will continue to ensure solid economic performances and viable economic engines fueling growth into the future. We, at the Aviation Department, will continue to focus on customer service and on safe and efficient travel. We also will ensure that the Airport System continues to be a source of pride for the local community.


Frank R. Miller
Aviation Director



I, and members of the Airport Advisory Commission or AAC, find it very rewarding to be part of the historical changes that occurred in 2010 at both San Antonio International Airport or SAT and Stinson Municipal Airport or SSF. The opening of SAT's Terminal B on November 9, 2010 introduced a new concessions program and impressive customer services for the convenience of the traveling public. AAC members participated in the selection of the new Terminal B concessionaires. The commission's desire to meet the demands of the traveling public was an important factor in selecting national and local brands for food and beverage services and retail outlets to provide a wide-range of food types, publications, gifts and sundries.

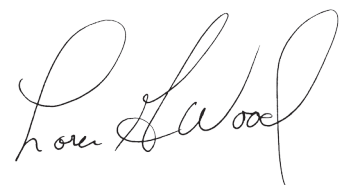
Passengers checking bags will experience a more seamless process. The opening of the consolidated baggage handling system, located in a separate facility behind the terminal buildings, is saving time for passengers who drop off checked bags at the curbside or at the airline ticket counters. Also saving time for travelers are the added vehicle lanes and capacity in front of the terminals with the expanded bi-level roadway system servicing Terminals A and B. The bi-level roadway system doubles the vehicle capacity at the current terminals, and was constructed to accommodate customers using a future Terminal C.

An ongoing, environmentally conscious initiative and an important AAC focus is SAT's residential sound insulation program to ease the impact of aircraft noise on airport neighbors. This program is funded through FAA grants. From July 2006 to the end of 2010, 680 single family homes and a 216-unit apartment complex have been treated acoustically. By providing acoustical treatments, the adjustments effectively reduce aircraft noise levels in a home by a minimum of five decibels. This noise level reduction is equal to doubling the distance of aircraft from the roof of the home.

Because the future of transportation is important to our community, several AAC members participated in meetings and provided input and guidance to the new San Antonio International Airport or SAT Master Plan. The preferred development plan, presented in final form at the end of 2010, is a comprehensive aggregation of the recommended improvements to mitigate operational inefficiencies, to accommodate future demand and to enhance customer service for SAT passengers, airlines and tenants. The Master Plan will be an invaluable tool as it designates future airport infrastructure and land acquisition requirements that will accommodate air transportation needs during the next five, 10 and 20 years.

Stinson Municipal Airport is the second oldest, continuously operating airport in the United States. Modernizing this unique airport, while still retaining its historic features, is an important goal for the AAC. The completed building addition to the historic terminal in 2009 and extension of Runway 9/27 in 2010 were recommended as part of the 2002 Stinson Master Plan. It again is time to update and pull the community together to develop a new master plan for this airport. Commission members look forward to making a significant contribution in 2011 when a new Stinson Master Plan initiative will be undertaken.

The rewards of working with such great partners as the city of San Antonio, the Aviation Department's personnel and volunteers, airlines, retailers, concessionaires, federal and state agencies, fire department, police and security divisions cannot be enumerated. Certainly, it has been a rewarding experience to be a part of the achievements presented in the 2010 Year in Review report. We, as advisers, thank the mayor and the City Council for the opportunity to serve and to play an important role in our community's current and future development of the San Antonio Airport System.



Loren Wood, Chairman
Airport Advisory Commission

New Airport Doorways Open to the World

On October 23, 2010, U.S. Congressmen Lamar Smith and Charles Gonzalez, State Senator Jeff Wentworth, San Antonio's Mayor Julián Castro, City Council members Elisa Chan, Mary Alice Cisneros and Justin Rodriguez, City Manager Sheryl Sculley, and Aviation Director Frank R. Miller cut the ribbon on the new San Antonio International Airport or SAT terminal facilities. Forming a human chain and holding the ribbon were Airport Advisory Commission members, airport employees and invited guests from the community. Music, food and prizes marked the occasion that also was attended by airport employees' families, area business leaders, representatives of various civic organizations and the general public. Attendees got their first glimpse inside the new Terminal B, which is a spacious, modernly designed facility with high ceilings, gentle earth tones and three stories of windows accented with color-changing lighting. The alternating LED color display is visible from the exterior curb front and roadway.

On November 9, 2010, the airport opened the new Terminal B to the world with the first official flights launched 15 minutes apart by Continental Airlines and American Airlines. Terminal B replaces Terminal 2, which will be demolished in 2011. A new, extended bi-level roadway system serving Terminal A (formerly called Terminal 1), Terminal B and a future Terminal C opened earlier in the year. Also new is a Transportation Security Administration or TSA baggage screening facility. Although blocked from public view, because it is located behind the terminal buildings, the new facility has improved noticeably SAT passengers' experience when checking in for flights at ticket counters and curb fronts.

The program management team overseeing the Airport Expansion Program was headed up by the City of San Antonio Capital Improvement Management Services Department and Jacobs Engineering Group, Inc.



Fun Facts about Terminal B:

1. Terminal B has four levels and boasts a total space of 255,000 square feet.
2. Nearly 25,300 cubic yards of concrete and 2,200 tons of rebar were used.
3. Approximately 264,000 pounds of sheet metal was installed.
4. There is nearly 8 1/2 miles of piping in the new terminal.
5. Over 500,000 square feet of sheetrock was used.
6. About 47 linear miles of brick was stacked.
7. Over 60 miles of conduit and 70 miles of pulled wire were installed.
8. In excess of 1,025 tons of steel was erected.
9. Nearly 1.1 million man hours were put into the new Terminal B by the time it opened on November 9, 2010.

The architect and engineer for the \$108 million Terminal B, new \$30 million central baggage screening facility and \$13 million central utility plant was 3DI/Parsons. Clark/Byrne was the construction contractor for these projects.



Fun Facts about the Bi-Level Roadway, Utilities and Hydronic System

1. To construct the bi-level roadway, crews needed to remove 55,000 cubic yards of dirt & asphalt. That's enough to fill 20 Olympic size pools!
2. All work was completed while the airport was still in full operation.
3. The new elevated portion of the roadway equals an eighth of a mile and the entire roadway is just over 3,000 linear feet long.
4. An entire mile of storm drain, three-quarters of a mile of sanitary sewer main, and three-quarters of a mile of water main were installed.
5. It took 65,000 cubic yards of asphalt and 20,000 cubic yards of concrete to complete the entire roadway, utilities and hydronic line relocation project.

The entire terminal complex at SAT now is served by two levels of curb front roadway and has significantly improved access to and from the airport parking facilities and curb fronts via US Highway 281 and Loop 410. Design and construction plans for the new bi-level roadway were developed by 3DI/Parsons. Construction of the \$44.4 million roadway, which included relocation of underground utilities and hydronic lines, was accomplished by Archer Western Co.

Several major milestones recommended in the 1998 SAT Master Plan were accomplished with the construction of the new Terminal B, bi-level roadway, supporting apron facilities, a \$45.4 million, 7,076-space long-term parking garage that opened in 2008, and airside infrastructure.



Expansion Program Brings More Public Art to the Airport

Airport plans to expand and improve its facilities and services included a vision to add more public art. Two permanent public art installations commissioned by the city of San Antonio through Public Art San Antonio (PASA) have been integrated into Terminal B's design.

One of the installations is a massive sculpture titled, "Lumen." As travelers ascend the escalators at the east end of the terminal's ticketing lobby, they encounter the sculpture suspended under a skylight. The artist, Ann Gardner of Seattle, created the circular spiral, which is 4 feet high and 16 feet in diameter and covered with inlaid yellow and gold glass mosaic tiles backed by metal leaf.

Local artist, Rolando Briseño, designed a second integrated artwork, titled "Gateways: The Four Directions." Along the window bays of the concourse and passenger waiting rooms is a continuous translucent yellow frieze of art glass depicting designs of historic doorways and architectural portals found throughout the San Antonio area. Briseño also enhanced the terrazzo floors at both ends of the concourse with a colorful ribbon bounded by two medallion-like motifs inspired by Mesoamerican illustrations of the four cardinal directions. This unique integration of public art by Briseño poetically evokes the airport's function as a gateway to San Antonio's rich history and culture.

A dynamic program of rotating exhibits of large-scale sculptures, paintings and art banners will enhance further the appearance of Terminal B and introduce travelers to the diverse talents of local and regional artists.

New Food and Retail Concession Program Provides More Services to Traveling Public

The completion and opening of Terminal B introduced a new, expanded concession program at San Antonio International Airport. Five different companies operate 13 different retail, restaurant and fast-food operations within Terminal B. Passengers now can choose from a variety of ethnic foods, gourmet coffees, fine wines, luxury items and unique souvenirs.

Concessionaire Host International Inc. re-opened in Terminal B the locally, well-known Rosario's Mexican Café y Cantina, which serves traditional Mexican and southwestern fare.

The hometown restaurant serves some of San Antonio's cuisine favorites, such as fish tacos, sizzling fajitas, tortilla soup and shrimp nachos.

Host also installed two other concepts - R Sala Bebida Botana bar & café and a Starbucks coffee shop. These latter two concessions anchor the end of the gate concourse in Terminal B and are surrounded by 23-foot windows with views of the airfield and runways. Passengers can enjoy a cup of coffee, chorizo-stuffed empanadas, braised BBQ brisket or grilled focaccia bites, while watching aircraft take off and land.

Several other carefully chosen concessionaires are bringing new treats and dining options to SAT's line-up at Terminal B's Food Court. They include Sbarro - Seven Hills, Charley's Grilled Subs, Bon du Monde and the operations of Alamo Alehouse & Gourmet Burgers and Green Beans Coffee opening in 2011.

Sbarro - Seven Hills now gives passengers a slice of Italy's pasta and salads with its nationally-known Sbarro's Italian restaurant. Travelers also can

enjoy hand-tossed, freshly-made pizza with all of the toppings.

The Terminal B Food Court also includes the fourth Charley's Grilled Subs in San Antonio. The concession, run by Edwin Enterprises, is famous for its delicious hot subs, gourmet fries and lemonade.

In the Terminal B Food Court passengers can satisfy a sweet craving with Bon du Monde's variety of confections. The warm and inviting chocolate lovers delight features candies and chocolates from all around the world. Sweet options include

individual candies from the showcase or an assorted box of chocolates.

specialty retail shops, which specialize in San Antonio and Texas-themed merchandise, snacks and gifts. Travelers can buy unique apparel, treasures for the kids and event-themed gifts and souvenirs, which highlight the region's many attractions, seasonal events, scenery and favorite sports teams.

InMotion Entertainment offers the latest in electronic gadgets, such as "play point" downloadable access to digital content for portable media devices. The retailer, located in both Terminals A and B, also carries an extensive inventory of DVD movies for rent or purchase, music CDs, MP3 players, headsets and many other electronics. Passengers now can rent a movie at SAT and return it to another InMotion store located at one of numerous destination airports.

Travelers also can keep up with the latest news via Host International's "News & Sundries" stores operated in both terminals under either San Antonio Express-News Café or Texas Monthly concepts. These stores will be branded with the look and feel of two of San Antonio's favorite publications.

Terminal B opened with three of the six new News & Sundries stores. The remaining new stores are scheduled to open in 2011 in Terminal A.

Food, retail, advertising and passenger services sales for fiscal year 2010 totaled \$30.6 million, a 10 percent increase from the previous year. Concession revenues to the city of San Antonio totaled \$5.8 million. This figure excludes receipts for car rental and shared ride operations.

In Terminal A, George Gervin's Sports Bar and Host's Starbucks & Simply Books locations were remodeled in mid-March 2010, following the award of new leases. "Iceman" Gervin's is a popular spot for sports enthusiasts, and Starbucks is the first store to boast being all "green" at the airport.

In both terminals, HDS & Partners operates the "Stars of San Antonio"



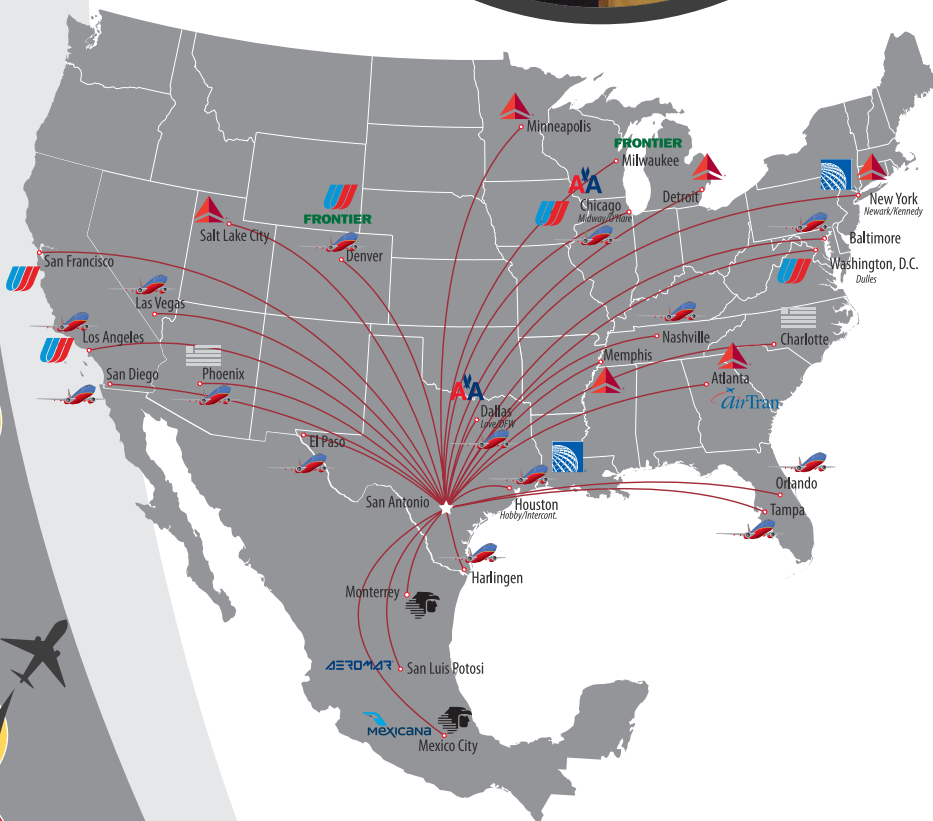


Passenger Services

Despite the continuing economic downturn and nationwide contraction of the airline industry, San Antonio International Airport or SAT saw an improvement in air service and passenger counts in calendar year 2010 as compared with 2009 results. For the year, total passengers increased 2.5 percent over 2009 and enplanements were up nearly 3 percent. Slightly more than 8 million passengers traveled through SAT in 2010. They filled aircraft flown by 11 major domestic and international airlines and 11 regional airlines flying for the branded major companies. Overall, the airport offered convenient nonstop service to 29 U. S. destinations and three airports in Mexico.

Major Changes:

- During August 2010, Mexicana Airlines declared bankruptcy and ceased operations at SAT after 53 years of continuous service between San Antonio and Mexico City.
- On September 7, 2010, San Antonio's Mayor Julián Castro, City Manager Sheryl Sculley, Aviation Director Frank R. Miller, SAT management and Delta personnel marked Delta's inaugural flight to New York City's JFK International Airport.
- On November 19, 2010, Frontier Airlines initiated new nonstop service to Milwaukee, one of its major hubs in the United States. This new flight opens connections to several new destinations.
- Both Delta and Continental airlines announced the start of seasonal, once-a-week, nonstop flights to Cancun, Mexico beginning February 19, 2011.
- In late 2010, AeroMexico announced its intention to increase capacity and daily frequencies to Mexico City starting in January 2011.



SAT Calendar Year Domestic and International Passengers

Calendar Year	Total Passengers	Increase/Decrease	Percent% Change	Total Enpl Passengers	Increase/Decrease	Percent% Change
2001	6,904,396	-----	-----	3,444,875	-----	-----
2002	6,714,616	-189,780	-2.75%	3,349,283	-95,592	-2.77%
2003	6,538,301	-176,315	-2.63%	3,250,911	-98,372	-2.94%
2004	6,999,095	460,794	7.05%	3,498,895	247,984	7.63%
2005	7,437,290	438,195	6.26%	3,713,792	214,897	6.14%
2006	8,032,280	594,990	8.00%	4,003,075	289,283	7.79%
2007	8,075,437	43,157	0.54%	4,030,571	27,496	0.69%
2008	8,358,515	283,078	3.51%	4,167,440	136,869	3.40%
2009	7,838,221	-520,294	-6.22%	3,907,055	-260,385	-6.25%
2010	8,034,544	196,323	2.50%	4,022,014	114,959	2.94%

SAT Air Carrier Landed Weight

Calendar Year	Total Aircraft	Increase/Decrease	Percent% Change
2001	5,548,023	-----	-----
2002	5,560,083	12,060	0.22%
2003	5,391,301	-168,782	-3.04%
2004	5,416,555	25,254	0.47%
2005	5,650,228	233,673	4.31%
2006	5,946,232	296,004	5.24%
2007	6,122,597	176,365	2.97%
2008	6,209,192	86,595	1.41%
2009	5,557,457	-651,735	-10.50%
2010	5,632,203	74,746	1.34%

SAT Calendar Year Aircraft Landings & Take Offs

Calendar Year	Total Aircraft	Increase/Decrease	Percent% Change
2001	236,196	-----	-----
2002	234,417	-1,779	-0.75%
2003	261,751	27,334	11.66%
2004	223,027	-38,724	-14.79%
2005	214,771	-8,256	-3.70%
2006	218,934	4,163	1.94%
2007	219,437	503	0.23%
2008	216,634	-2,803	-1.28%
2009	194,657	-21,977	-10.14%
2010	177,416	-17,241	-8.86%

SAT Calendar Year Air Freight and Mail in Pounds

Calendar Year	Total Pounds	Increase/Decrease	Percent% Change
2001	217,630,731	-----	-----
2002	266,926,867	49,296,136	22.65%
2003	256,734,212	-10,192,655	-3.82%
2004	264,113,507	7,379,295	2.87%
2005	263,461,688	-651,819	-0.25%
2006	284,122,382	20,660,694	7.84%
2007	280,816,478	-3,305,904	-1.16%
2008	282,797,478	1,981,000	0.71%
2009	254,722,474	-28,075,004	-9.93%
2010	272,951,743	18,229,269	7.16%

Air Freight and Mail

Passenger volumes and air cargo traffic closely correlate to the state of the U.S. economy, and air freight and airmail traffic often is affected by a nationwide recession. However, air cargo at SAT rebounded in 2010, increasing 7.2 percent over 2009 results.





Stinson Continues to Expand & Be Recognized

- On August 5, 2010, the City Council approved a 25-year ground lease for the Texas Wing of the Civil Air Patrol. A new headquarters facility with office and hangar space will be constructed following a successful fundraising campaign by CAP Texas Wing.
- On August 19, 2010, a ground lease was approved by the City Council for Ocotillo Aviation, LLC's construction of additional T-hangars. The newly constructed facilities were completed and fully rented by the end of 2010.
- City Council awarded Air Methods Corp. a new three-year lease on November 18, 2010. The company will use the hangar and ground premises to store helicopters and parts and to house its AirLife flight operations.
- On December 16, 2010, a new three-year lease was approved by City Council for U.S. Helicopters Inc. The firm will use hangar and ground space for its operation of a full-service Electronic News Gathering Helicopter Program.
- The successful completion in 2010 of Taxiway D2 added 30 acres to the Air Operations Area. The addition allows for future airside facility development.
- The Air Traffic Control Tower was recognized with a "None in a Million" award after logging one million operations without a single operational error.
- The relocation of Palo Alto College's Aviation Department to Stinson in 2008 has helped triple enrollment. The Associates of Applied Science in Air Traffic Control started with its first class, Air Traffic I, in the spring of 2010.

Ribbon-Cutting Celebrates Opening of Extended Stinson Runway

Federal, state and local dignitaries gathered on March 12, 2010 to celebrate the completion of the Runway 9/27 Extension Project at Stinson Municipal Airport. The runway extension and overlay is part of a \$4.4 million Texas Department of Transportation block grant, which was facilitated through the federal Airport Improvement Program. The runway length was increased from 4,835 feet to approximately 5,002 feet. Additional improvements included an extension of taxiways, replacement and upgrade of taxiway lighting and navigational aids for both runways, a new engine run-up area for Runway 32 and a helipad.

The runway extension will allow the airport to host a more diverse and wider range of general aviation aircraft, including small corporate jets. The upgrades further advance the city's goal of attracting more general aviation to Stinson, and these improvements make Stinson and the area south of downtown an attractive location for corporations and businesses to land their aircraft.

Stinson Aircraft Landings & Take Offs

Calendar Year	Total Aircraft	Increase/Decrease	Percent% Change
2001	165,543	-----	-----
2002	179,212	13,669	8.26%
2003	131,248	-47,964	-26.76%
2004	123,295	-7,953	-6.06%
2005	116,208	-7,087	-5.75%
2006	124,505	8,297	7.14%
2007	157,048	32,543	26.14%
2008	165,149	8,101	5.16%
2009	154,307	-10,842	-6.56%
2010	125,654	-28,653	-18.57%

SAT Phase III Runway 3-21 Extension Project Receives FAA Funds

The city of San Antonio Aviation Department, in partnership with the Federal Aviation Administration, is currently constructing a 1,000-foot extension at the north end of Runway 3/21. The extension will provide additional take-off and landing length and facilitate larger aircraft operations from San Antonio International Airport or SAT's cross wind runway. The runway also will provide SAT with an alternative to its primary Runway 12R/30L, which is 8,500 feet long. The nearly \$33 million project will extend Runway 3/21 to 8,500 feet, and also will lengthen the runway's two parallel taxiways, Q and N, and expand the Airport Operations Area. The concrete runway and taxiway extensions will be constructed using base materials excavated and stockpiled from previous airport construction

projects. Major components of the project include:

- 61,000 square yards of 16-inch to 19-inch concrete pavement;
- 41,000 tons of asphalt;
- 20,000 cubic yards of soil for construction of an embankment;
- 2,500 linear feet of 24-inch to 78-inch reinforced concrete drainage pipe and box culverts;
- Realignment of 2,100 linear feet of a 24-inch steel gas line;
- Installation of 2,500 linear feet of security fencing;
- Runway and taxiway lighting, signage and circuitry;
- Relocation of navigational aids;

- Miscellaneous pavement and utility demolition;
- Installation of erosion control hydro-mulch seeding and sodding.

The construction is being performed in four phases in an effort to mitigate the impact on airport operations. Phases One and Two are complete. Phase Three is under construction. The FAA is providing 75 percent of the project funding, and the city's Aviation Department is covering the remaining 25 percent. The initial construction phase commenced in 2009. Phase Four is projected to begin in late 2011. Contingent on continued FAA funding, all four phases are scheduled for completion in late 2012.

SAT 2010 CIP Summary

- On February 4, 2010, the City Council awarded Francisco Suarez-Pella, dba Green Grass Inc., a \$220,000 contract for the Airport Garage Landscaping Project. Primarily native plants were used, because of their beauty, low maintenance, low water demand and low pesticide demand characteristics.
- The Runway Safety Assessment Airfield Improvements Project continued through 2010. The project was designed to implement improvements to SAT runways and to minimize the potential for runway incursions. Modifications of the airfield taxiway configurations were implemented at Taxiway G between Taxiway N at Runway 3/21 and at the south end of the Terminal A apron taxiway. It also consisted of improvements to the adjacent infield drainage, regrading the area within the project site boundaries and airfield lighting improvements that incorporated the installation of safety-critical taxiway lighting. Funding for the project comes from FAA Airport Improvement Program grants and Airport System self-generated funds.
- On August 19, 2010, the City Council approved an amendment to 3D/International's contract for design and construction management services of additional concrete paving for aircraft taxi areas around the new Terminal B. The change modified existing storm drainage facilities, and made changes to other work related to the demolition of Terminal 2. The pavement modifications around Terminal

B are needed to provide unrestricted use of Gates 1 and 3 at the new terminal facility. Terminal 2 is scheduled for demolition in 2011.

- On August 5, 2010, the City Council approved a Phase One professional services contract with Barich, Inc. in an amount of \$203,998 to provide design services as part of a multiphase endeavor known as the Airport System's IT Modernization Project. In February 2011, the city amended the professional services agreement with Barich to increase their contract by \$449,925 to take the design of the Communications Infrastructure Modernization Project at SAT from 30 percent design to 100 percent design phase. Phase One is addressing a portion of the SAT Campus Outside Plant and Terminal A Inside Plant communications infrastructure and correcting deficiencies to meet current and future technology demands. Phases Two and Three will include the data centered completion of an outside plant campus ring with all associated distribution nodes. The design services for these latter two phases will be solicited separately.
- On November 18, 2010, the City Council approved a contract with Kimley-Horn and Associates Inc. in the amount of \$348,395 for an Airport Pavement Management System or APMS Project. The APMS will evaluate SAT runways, taxiways and ramp areas to determine pavement conditions and identify immediate and future capital projects.

Airport Volunteers Welcome Opportunity to Serve Customers

The loyal and dedicated volunteers in the Airport Ambassador Program add a personal touch to “outrageous customer service” and enhance the experience of everyone using San Antonio International Airport or SAT and Stinson Municipal Airport or SSF. The more than 200 volunteers provide a wide range of passenger assistance with the same warmth and friendliness for which San Antonio is well-known. Their trademark uniform, a denim vest and white cowboy hat, can be spotted easily by travelers in need of information or directions. During 2010, volunteers assisted 828,332 customers in the airport terminals. Volunteers also drove electric carts in the Long-Term Parking Garage at SAT and helped an additional 9,648 passengers get to and from the terminals.



SAT Airport Police also count on a group of more than 30 volunteers. The Volunteer Airport Police serve as an extra set of eyes and ears and focus on the safety and security of airport customers. Although it is not required, many of these San Antonio men and women have law enforcement backgrounds. Often, this force of volunteers is called upon to assist travelers with questions and directions and to help passengers find their vehicles in the parking garages. They also provide surveillance at the parking facilities and help with traffic control. They are a highly regarded extension of the security and safety network at SAT.

Nothing defines San Antonio better than the expression, “Military City USA.” That moniker is evident when airport volunteers line up with banners and signs to cheer and welcome returning soldiers. The “Welcome Home a Hero” events offer San Antonio’s traveling military members a special homecoming. The hearts of America truly are represented in the crowd of airport volunteers standing alongside family and friends to welcome home our military men and women.

The city of San Antonio is proud to offer our fighting men and women of the armed services a place to call their own while traveling to and from “Military City USA.” The joint USO-Airport Military Reception Center recently was relocated to Terminal B and offers a token of appreciation from San Antonio to the troops who sacrifice daily in the service to our great country. The center is manned by volunteers who every month assist more than 800 military members and their families.

Connecting with Passengers and Airport Fans in Real Time



The San Antonio Airport System’s focus always has been to deliver high-quality service to its millions of customers, employees and visitors. The Airport System for many years has used traditional means of communicating with its passengers, tenants and airport supporters. For example, there is the airport website, which allows for direct contact with airport staff members through the Customer Service Center. In addition, the website allows travelers to submit a comment, report a problem or provide helpful tips for improving services and facilities.

In 2010, the Airport System stepped into the realm of social media using tools, such as Twitter, Facebook and YouTube. These methods of communicating have made easier the process of sending out time-sensitive information. Twitter and other social media tools have changed the way airport employees engage with customers. Other new technology, phone applications and free Wi-Fi, have opened additional lines of communication that passengers can use while waiting for a flight.

Environmental Management An Ongoing Commitment

Important Airport System environmental programs include a storm water management plan, recycling, energy conservation, noise mitigation and the use of green, clean technologies.

Recycling

Recycling units have been placed strategically throughout airport facilities. The Airport System's Recycling Program collects an average of 12 tons of items per month.

Excavation and site preparation for construction of the new Terminal B yielded 100,000 cubic yards of excavated soil and dirt. The leftover material is being stockpiled and recycled for use on future airfield-related projects. Demolished materials, such as concrete and metals, were sent to recycling centers. All usable materials and debris from the demolition of Terminal 2 will be recycled. Through this effort, the legacy of Terminal 2 will live on as its materials are reused on other construction projects.

Solar Energy Installed at SAT Parking Garage

In late 2010, a new, green and clean technology was installed at the San Antonio International Airport parking garage. An Energy Efficiency and Conservation Block Grant was used to fund design and construction of a solar photovoltaic system on the top floor of the recently completed Long-Term Parking Garage. Thanks to the hard work and cooperation of the City's Office of Environmental Policy, the \$1.5 million project was completed in seven months.

The new solar array system supplements the electrical power utilized at SAT's parking garage. The new array system produces 235 kilowatt hours of power for garage operations and saves the airport more than \$20,000 per year in utility expenses. The project also reduces greenhouse gas emissions by more than 330 tons, a figure equal to the annual removal of 60 passenger vehicles from the road. Additionally, the system powers the first electric vehicle recharging stations in San Antonio and complements the city of San Antonio's Transportation Initiative that is in the process of converting city-owned vehicles into electric vehicles.



Reducing Impacts of Aircraft Noise

With the support of the Federal Aviation Administration or FAA and federal grants, the San Antonio International Airport or SAT continues to work on the Residential Acoustical Treatment Program or RATP. The RATP is designed to help reduce aircraft noise in the interior of homes located in close proximity to the airport. By providing acoustical treatments, the adjustments effectively reduce aircraft noise levels in a home by a minimum of five decibels. This noise level reduction is equal to doubling the distance of aircraft from the roof of the home.

Only properties located within FAA-approved noise contour boundaries of 65 DNL or greater are eligible for RATP participation. Current eligibility for the RATP is based on the most recent noise contour, approved in June 2009. About 2,000 eligible homes within the contour boundaries have been prioritized using the FAA-approved block prioritization methodology. The method identifies and prioritizes homes exposed to the highest levels of noise.

FAA grants fund 80 percent of RATP project cost, and local self-generated airport funds cover 20 percent. No city, county or state tax dollars are used to finance the RATP. The number of homes acoustically treated each year is determined by the level of funding the city of San Antonio receives from the FAA.

Since July 2006, SAT's RATP has treated acoustically 680 single-family homes and a 216-unit apartment complex, totaling a construction cost of \$33 million. Program participants have been pleased with the results and have given the RATP a 99 percent satisfaction rating. Given the current projected funding level, the RATP is expected to upgrade another 150 homes in 2011.

Construction of Terminal B Utilized Sustainable Green Components

Low-energy consumption and the use of natural lighting and recycled construction materials were included in the construction of the new Terminal B. Public spaces have abundant natural light with high-performance, low-energy glass and tinted glass on west exposures to reduce heat gain. Other features that help reduce energy consumption include a white roof and roof insulation with R-values of 30 to 45, figures that exceed energy code requirements. Exterior wall insulation also exceeds energy code.

Lighting fixtures were selected for minimal wattage and maximum efficiency and are typically about 15 percent below energy code requirements. Lighting almost is exclusively fluo-

rescent and metal halide for energy conservation. Lavatory faucets are sensor-controlled and use 0.25 gallons per cycle, a rating that meets the most stringent criteria in Leadership in Energy and Environmental Design or LEED. A new Central Utility Plant was brought on line to provide chilled and hot water to the new Terminal B by a variable speed pumping system, which uses less energy when the demand drops.

A number of building construction materials used have substantial recycled content, including: structural steel at nearly 100 percent; reinforced steel at nearly 100 percent; the aluminum storefront and curtain wall framing and acoustical ceiling tiles at 40 percent and translucent canopy roof panels at 20 percent.



Storm Water Management Program

Both SAT and SSF are required to obtain and maintain a Texas Pollutant Discharge Elimination System Storm Water or TPDES permit. Requirements include: the development and implementation of a Storm Water Pollution Prevention Plan or SWP3, periodic inspections, employee training, utilization of best management practices, monitoring storm water discharges, and an annual evaluation and update to the SWP3.

Implementing the FAA's Safety Management System

Safety Management System or SMS is a formal, top-down, business-like approach to managing airport safety risk. Ensuring that customers, employees and visitors are safe and secure is the cornerstone of all operations at the San Antonio International Airport or SAT and Stinson Municipal Airports or SSF. That focus is woven into every decision or airport activity.

In February 2007, the FAA began introducing the Safety Management System to the U.S. airport community by initiating studies to help determine the appropriate scope and detail of guidance documents. The FAA framed the SMS program around specific areas: safety policy, safety risk management, safety assurance and safety promotion.

Taking an industry leadership role, the city of San Antonio's Aviation Department joined with managers of 26 airports to participate in the FAA's SMS Pilot Study, which developed for the FAA an SMS manual and program plan.

In 2009, The city of San Antonio Aviation Department was the first airport management entity in the nation to hire a full-time SMS manager. Several training programs were developed in 2010.

In May 2010, the FAA notified the city's Aviation Department that it was chosen to participate in the SMS Implementation Study. SAT was given an FAA grant in the amount of

\$400,000 for development of the SMS Implementation Study. The intent of the Implementation Study is to examine how airports execute the elements of the Safety Risk Management or SRM and the safety assurance components of SMS. The one-year SMS Implementation Study allows the FAA to gather information and write policy for all U.S. airports.

SMS is a systematic, proactive and well-defined safety program, which is designed to assist airport operators in improving safety as air traffic activity is forecasted to grow. SMS contributes to this effort by helping airport operators systematically detect and correct safety problems before they result in an aircraft accident.



Wildlife Hazard Assessment and Management Plan

The risk of wildlife strikes to aircraft has increased. The National Wildlife Strike Database shows there were in 2008 nearly 9,000 cases recorded. This figure represents an increase four times the result in 1990, and there doesn't seem to be a sign of decline. Three-quarters of these incidents occur between the ground and 500 feet above ground. Despite millions of dollars in reported aircraft damage, major catastrophes have been averted to date. Still, FAA regulations require airports of all sizes to mitigate potential wildlife hazards.

Airports are required to conduct a Wildlife Hazard Assessment or WHA when specific events occur at or near an airport. The FAA then reviews all WHAs to determine if the airport must develop and implement a Wildlife Hazard Management Plan or WHMP to mitigate wildlife contact with aviation at or near the airport. During 2010, SAT received FAA funding in the amount of \$113,700 to conduct a WHA and identify potential hazards to aviation posed by wildlife species and develop a WHMP to alleviate identified wildlife hazards. The city's self-generated airport fund supplied the matching \$37,900 for a total estimated project cost of project \$151,600.

In May 2009, work began on a new San Antonio International Airport or SAT Master Plan titled “Vision 2050.” This community-driven initiative was spearheaded by nearly 100 business, government and citizen leaders and concluded at the end of 2010. The 18-month master plan development process included committee meetings with community members, technical, government and business leaders and public workshops.

The purpose of the SAT Master Plan is to outline how San Antonio can meet future regional aviation needs, while preserving flexibility, optimizing aviation facilities and enhancing opportunities for expanded air service and increased aircraft operations. The SAT Master Plan will guide future development through 2030 and beyond.

Key findings of the SAT Master Plan include:

- SAT’s 2,600-acre site is sufficient to meet the forecasted demand for passenger and aircraft operation levels through 2050.
- Baseline forecasts project enplaned passengers to increase from about 4.2 million in 2008 to about 10.5 million in 2050, which equals an average annual long-term growth rate of 2.4 percent.
- To accommodate forecasted demand by 2030, SAT will need to add eight gates, an increase from 24 to 32 total gates. To provide the additional gates, SAT will need to construct a third terminal by 2030.
- Total aircraft operations are projected to increase 1.2 percent per year from 194,657 operations in 2009 to 280,800 operations in 2030 and 353,600 operations in 2050. Passenger aircraft operations are projected to increase to 157,000 operations in 2030 and 214,600 in 2050. General Aviation or GA operations, which represent approximately 38 percent of SAT’s total operations in 2009, are expected to remain constant during the forecasted time period, although GA activity is expected to grow at Stinson Municipal Airport.
- From 2009 to 2050, movement of cargo tonnage is projected to increase at an average of 3.6 percent per year.
- To keep up with forecasted demand, SAT will need to add 2,300 new vehicle parking spaces.
- By consolidating rental car facilities inside the terminal roadway loop, SAT will improve passenger service, eliminate the need for airport shuttle services and create commercial development opportunities on airport property.

The schedule of proposed improvements will be based on growth-related activity triggers, rather than a fixed timeline. Using input provided by committees, the public and the project team, the recommended SAT Master Plan was completed in 2010 and sent in early 2011 for final review by the FAA. For additional information regarding “Vision 2050,” view www.sanantonio-airport.com.



VISION 2050
A Flight Plan for San Antonio’s Future

2010 Airport Bonds Issued

The City Council on December 9, 2010 approved the sale and issuance of the following Airport Bonds:

- \$42,220,000 Tax-Exempt General Airport Revenue Bonds (GARB);
- \$20,885,000 Taxable General Airport Revenue Bonds (GARB);
- \$37,335,000 Passenger Facility Charge Bonds (PFC).

The purpose of these bonds is to provide funding for certain projects included in the Airport Capital Improvement Program or CIP for fiscal years 2010 through 2016. In addition, a portion of the bond proceeds refunded previously issued city of

San Antonio Texas Tax Notes (Series 2010), which were used as interim financing to allow the Airport Expansion Program and other planned airport capital improvements to move forward without delay prior to issuance of the Airport Bonds. Finally, a portion of the proceeds were used to refund previously issued bonds to restructure the airport's existing debt service.

Along with the issuance and sale of the 2010 Airport Bonds, presentations were made to the rating agencies on November 8, 2010. All three rating agencies - Fitch, Inc. ("Fitch"), Moody's Investors Services ("Moody's), and

Standard and Poor's Financial Services LLC ("S&P") affirmed their ratings on the Tax-Exempt GARB and Taxable GARB as "A+", "A1" and "A+", respectively. The PFC Bonds were rated as "A", "A2" and "A-", respectively. However, Moody's revised its outlook on the bonds from "stable" to "negative" and Fitch and S&P both maintained stable outlooks.

Additional information regarding this particular bond issue is available in the city's "Official Statement" which discloses relevant financial and operating information and is located on the city of San Antonio's official website: www.sanantonio.gov/ir/.

Capital Improvement Financing

The \$487 million Capital Improvement Program budget, which was approved by the City Council for the fiscal years 2010 through 2015, permits a phased implementation of new and upgraded facilities and airfield infrastructure at the San Antonio International Airport or SAT and Stinson Municipal Airport or SSF. The total CIP budget for fiscal year 2010 was \$211,496,000. The CIP is fully funded through self-generated revenues, airport revenue bonds, the Passenger Facility Charge and federal and state grants.

San Antonio International Airport

SAT's portion of the five-year CIP budget totaled \$482,335,000, and \$206,607,000 was allocated for the fiscal year 2010 budget. For eligible projects under the CIP, funding was provided through the city's participation in the FAA's Airport Improvement Program or AIP. The federal program provides Airport and Airway Trust Fund money for airport development, airport planning and noise compatibility programs and offers entitlement and discretionary grants for eligible projects. In all, grants from this program received during fiscal year 2010 totaled \$19,257,764.

Projects funded in 2010 with AIP grants included the SAT Master Plan, Runway 3/21 Extension Project and the Residential Acoustical Treatment Program. During fiscal year 2010 alone, \$15,648,546 in AIP grants from the current and previous years were expended.

SAT also received a reimbursement grant in an amount not to exceed \$14,385,466 from the U.S. Department of Homeland Security through the American Recovery and Reinvestment Act for construction of the airport's new consolidated Baggage Handling System. Reimbursement

Stinson Municipal Airport

SSF's portion of the five-year CIP totaled \$4,889,000, and was allocated in fiscal year 2010. Funding sources included self-generated Airport System funds collected under the Stinson Airport Revolving Fund and Texas Department of Transportation or TxDOT grants. The Runway 9/27 Extension and Overlay Project that was started in 2009 and completed in 2010, was funded with a TxDOT grant totaling \$3,969,292 and Airport System matching funds of \$441,032. Other TxDOT funded projects included the Taxiway A Reconstruction Project, installation of Runway 14 PAPI navigational aid, repainting of Runway 32 Run-up Pad and the Taxiways D, D1 and D2 Extension Project.

under this grant for fiscal year 2010 totaled \$6,986,914.

During fiscal year 2010, a total of \$16,090,892 in PFC revenue was collected. These funds were used for projects, such as construction of the new Terminal B, extension of the bi-level roadway and upgrades to the Central Utility Plant. Federal grant matching funds, which were drawn from PFC revenues, were used for several projects, such as the Residential Acoustical Treatment Program, Runway 3/21 and Taxiway N Extension Project, and the Perimeter Road Reconstruction Project.

Fiscal Year 2010 Operating Summaries

Gross revenues for fiscal year 2010 totaled \$64,045,889, an increase of \$1,865,556 or 3 percent when compared with the prior year. This increase in revenue is attributable to the increase in passenger traffic compared with fiscal year 2009. The three most significant revenue sources in 2010 for the San Antonio Airport System include the airline rentals and charges, which reached \$22,479,217; parking fees at \$17,169,664; and concession revenues totaling \$15,635,177. Concession revenues include food, retail, car rentals and shared-ride operations. Overall, non-airline revenues represented 65 percent of the total revenues earned in fiscal year 2010.

Operating and maintenance expenses for fiscal year 2010 were \$39,873,764, an increase of \$130,671 or 0.33 percent when compared with fiscal year 2009. Due to the decline in revenue experienced in fiscal year 2009, the San Antonio Airport System initiated several cost-saving efforts to mitigate the impact of the revenue decline that occurred that year. These cost-cutting measures were carried forward into 2010. Included in these efforts was a "hiring chill" or hold on filling vacant, nonessential positions within the Airport System during fiscal year 2010. Other reductions resulted from deferrals of nonessential airport contracts, reductions to planned capital outlay purchases and various departmental line item cuts to expenses, such as travel and education budgets.

Overall, gross revenues exceeded operating expenses and resulted in net revenues before debt service totaling \$24,172,125, an increase of 7.7 percent when compared with fiscal year 2009. Net revenues are used to pay debt service and fund Airport System CIP projects.

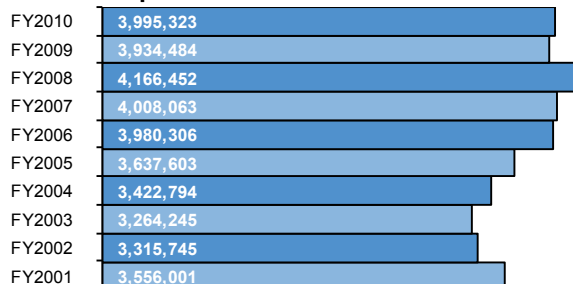
Gross Revenues	FY2009*	FY2010*	Percent Change
Airline Revenues			
Scheduled Carrier Landing Fees	5,752,737	7,236,225	25.79%
Non-scheduled Carrier Landing Fees	1,788,595	2,360,307	31.96%
Terminal Building Rentals	12,850,279	11,973,132	-6.83%
FIS Space Fees	431,116	511,187	18.57%
Ramp Fees	345,501	398,366	15.30%
Subtotal Airlines Revenues	21,168,228	22,479,217	6.19%
Non-Airline Revenues			
Concession Contracts	14,731,620	15,635,177	6.13%
Parking Fees	16,513,093	17,169,664	3.98%
Property Leases	7,624,105	7,488,208	-1.78%
Stinson Airport	260,451	331,355	27.22%
Interest Income	791,665	192,354	-75.70%
Other Revenues	1,091,171	749,914	-31.27%
Subtotal Non-airlines Revenues	41,012,105	41,566,672	1.35%
Total Gross Revenues	62,180,333	64,045,889	3.00%

Operating & Maintenance Expenses	FY2009*	FY2010*	Percent Change
Airfield Area	2,436,739	2,499,112	2.56%
Service Area	265,027	354,503	33.76%
Terminal 2	2,984,514	3,156,933	5.78%
Terminal 1	4,678,958	4,601,709	-1.65%
Fire & Rescue	3,919,226	3,895,150	-0.61%
Access	813,042	833,489	2.51%
Central Plant	739,003	659,252	-10.79%
Commercial & Industrial	3,435	41,676	1113.28%
Other Buildings & Area	5,455	37,927	595.27%
Parking	3,739,868	3,602,059	-3.68%
Stinson Airport	783,710	704,100	-10.16%
Administration	8,636,490	8,822,961	2.16%
Main. Dir. & Control	1,514,218	1,605,743	6.04%
Security	6,269,170	5,822,768	-7.12%
Operations	1,380,100	1,276,138	-7.53%
Ground Transportation	534,267	636,006	19.04%
Contract Monitoring	672,872	696,833	3.56%
Environmental Stewardship	366,999	627,405	70.96%
Subtotal Operating & Maintenance Expense	39,743,093	39,873,764	0.33%
Net Revenues**	22,437,240	24,172,125	7.73%

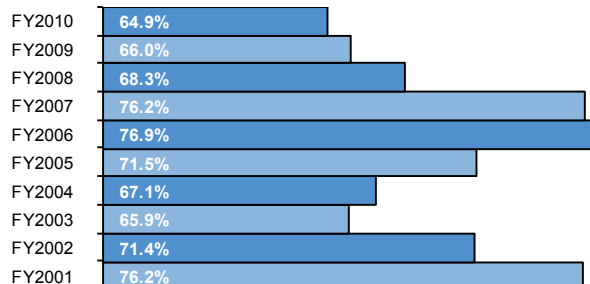
* Fiscal years run from October 1 through September 30

** Net revenues are utilized to pay debt service and fund the Airport Capital Improvement Program (CIP)

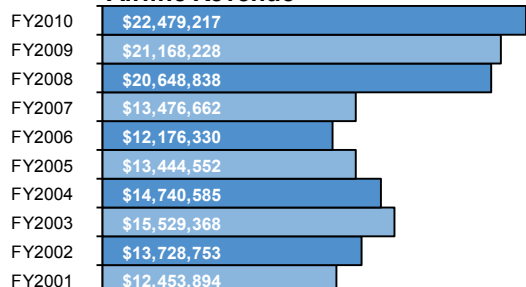
Enplaned PAX



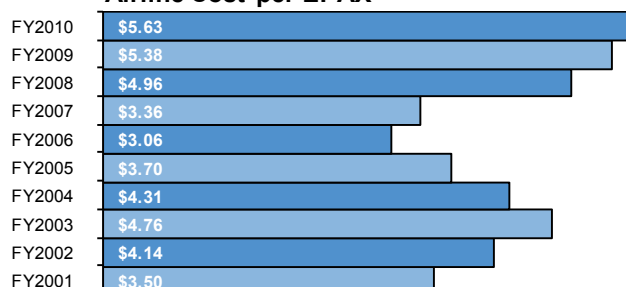
Non-Airline Revenue Percent of Total



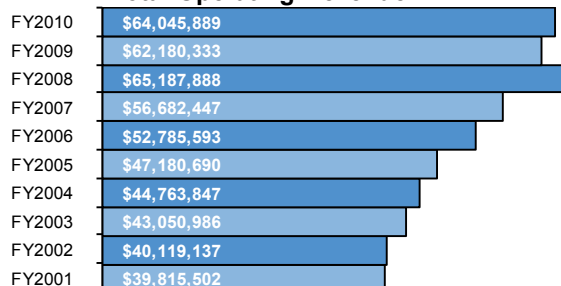
Airline Revenue



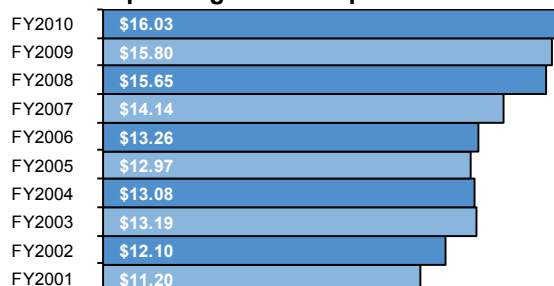
Airline Cost per EPAX



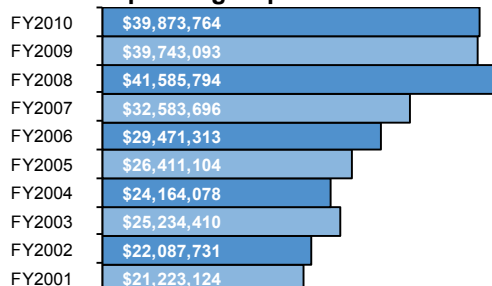
Total Operating Revenue



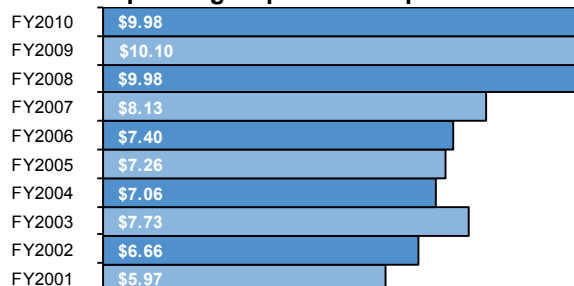
Operating Revenue per EPAX



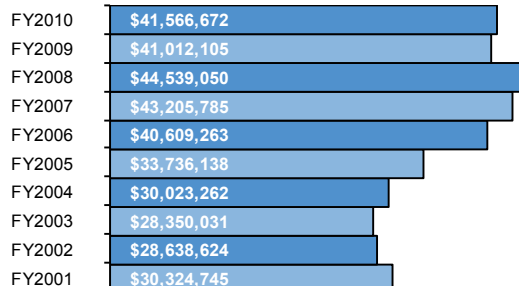
Operating Expenditures



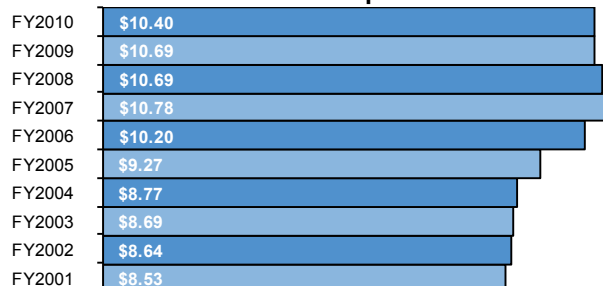
Operating Expenditures per EPAX



Non-Airline Revenue



Non-Airline Revenue per EPAX





Federally Funded Construction

During fiscal year 2010, FAA grant-assisted construction and professional service contracts resulted in contractor participation from Disadvantaged Business Enterprises or DBE as follows:

Total FAA Grant Assisted Contracts	\$40,167,147
Total DBE Contracts Awarded	\$6,479,597
Prime DBE Contractors	\$1,958,996
Non-Prime Contractors	\$4,520,601
SAT-DBE Goal	17.0%
Total Actual Participation of DBE Contractors	16.1%

Concession Opportunities

SAT participated in DOT's Airport Concessions Disadvantaged Business Enterprises or ACDBE Program during fiscal year 2010. The program is designed to level the playing field for ACDBEs to compete for airport concession contracts. The results for fiscal year 2010 include the following highlights:

Concessions:

Total Gross Sales	\$30,577,230
Total Goods & Services or G&S	\$8,839,628
Total ACDBE Sales, Goods & Services	\$39,416,858
SAT's Goal for ACDBE Sales, G&S	27.6%
Share of Actual Total to ACDBEs	25.7%

Car Rental Companies:

Total Gross Sales	\$82,698,495
Total Goods & Services	\$20,163,895
Total ACDBE Goods & Services	\$102,862,390
SAT's Goal for ACDBE Car Rental G&S	7.7%
Share of Actual Total G&S to ACDBEs	9.9%

City's Small Business Economic Development Advocacy Program

The city of San Antonio's Aviation Department also participates and serves as an advocate for the city's Small Business Economic Development Advocacy or SBEDA Program. The program ensures there are opportunities for small, minority, African-American, and women-owned business enterprises or SBE/MBE/AABE/WBE to compete for city contracts. Tracked are the successes on construction bids, requests for proposals, qualifications and interest statement opportunities. During fiscal year 2010, the city awarded 12 construction contracts totaling \$12,630,463.00 million. A breakdown of the percentage of the contracts allocated to SBEDA participants is included in the following table:

Small Business Enterprise	18.2 %
Minority Business Enterprise	11.6%
African-American Business Enterprise	.03 %
Women-Owned Business Enterprise	13.8 %

2010 IN REVIEW – Aviation Department Staff and Community Volunteers

AVIATION EMPLOYEES

KENNETH ADAME	MANUEL CAVAZOS	NICOLE FOWLES	CARMEN HILL	JOSE MENCHACA	RICARDO RIVERA	CHERYL SWANEY
MANUEL ADAMES	CHERYL CAYLAO	DAWSON FRANK	BARBARA HITCHCOCK	JESSE MENDEZ	MICHAEL RIVERS	RUSSELL SWOSINSKI
ANTONIO AGUILAR	CHRISTINA CERVANTES	ERIC FUBARA	RICHARD HOCOTT	JOE MERGELE	JASON ROBERDS	GUADALUPE TALAMANTEZ
MARIO AGUILAR	ROBERTFRED CERVANTES	MONICA GALAVIZ	REBECCA HORAN	STEVEN MILBURN	ERNESTINE ROBINSON	SERGIO TALAMANTEZ
ROGER AGUILAR	SANTOS CEVALLOS	HENRY GALINDO	CLARENCE HOUSTON	FRANK MILLER	ANDRES ROCHA	ROGER TAMEZ
CHRISTOPHER ALDRICH	STEPHANIE CHAPA	GREGORY GALLOWAY	ROBERT HUGHES	ARMANDO MIRAMONTEZ	RYAN ROCHA	SOFIA TATTERSALL
JENNIFER ALEJANDRO	JOHN CHASE	ALEX GARCIA	CHRISTOPHER JACKSON	YVONNE MIRELES	ABEL RODRIGUEZ	WILLIAM TELFORD
EDWARD ALFORD	CYNTHIA CHAVEZ	CARLOS GARCIA	ALEJANDRO JIMENEZ	MICHAEL MITCHELL	ARMANDO RODRIGUEZ	TRAVIS THORNTON
DUSTIN ALLINGER	DIANA CHAVEZ	DAVID GARCIA	PHILIP JIMENEZ	MARIA MONTANA	CIPRIANO RODRIGUEZ	DAVID TORRES
DESIREE ALONZO	JOHN CHAVEZ	FELIPE GARCIA	RODERICK JIMENEZ	JOHNNY MORALES	IRMA RODRIGUEZ	EDWARD TORRES
MARIE ALONZO	KAO LIN CHEN	FRANK GARCIA	LIQUN JIN	JOSE MORALES	JOHANNA RODRIGUEZ	JUAN TORRES
RENEE ALTON	LOYCE CLARK	JOSE GARCIA	RICHARD JOHNSON	JULIO MORALES	LISA RODRIGUEZ	MARIA TORRES
DANNY ALVAREZ	CORA CLAY	MARIA GARCIA	JAMES JOHNSTON	JUAN MUNOZ	MARK RODRIGUEZ	MARY TORRES
MARISOL AMADOR	FREDERICK CLEMENTS	TERESA GARCIA	ROBERT JOLY	BERNARD MURPHY	MICHAEL RODRIGUEZ	OSCAR TOVAR, JR
MIGUEL AMADOR	JOHN COGGINS	IRMA GARDNER	ERIC KAALUND	MARK NAVA	MONICA RODRIGUEZ	BARBARA TREVINO
SUZANN ANDERSON	KIMBERLY COLEMAN	SUSAN GARRISON	ADRIANA KATO	JACKIE NELSON	RODRIGO RODRIGUEZ	GEORGE TREVINO
JUAN ARANGO	SOFIA CORONADO	EUSEBIO GARZA	DENISE KEITH	ALLAN NUSSBAUM	LISA RODRIGUEZ-MYLES	JAVIER TREVINO
FRANCISCA ARREDONDO	JOHN CORTEZ	FELIPA GARZA	KIMBERLY KENNEDY	JAMES OBRIEN	JOHN ROMERO	MICHAEL TROUTMAN
JUAN ARREOLA	ROLANDO CORTEZ	GLORIA GARZA	CURTIS KLAERNER	TIMOTHY O'KRONGLEY	VIRGINIA ROSALES	PAUL TSCHIRHART
DENNIS ATKINSON	JASON COSBY	SANDRA GARZA	DEAN KLOSS	ANGEL OLIVARES	CHERYL ROWELL	MELISSE TURNER
YOLANDA BALDERAS	GARY CRAMER	SANTIAGO GARZA	JOHN KOKESH	MUCIA ORTIZ	PATRICIA RUIZ	EUGENE ULBRICH
MARIO BANEZ	CORDELIA CRUZ	LOUIS GATICA	LISA KUYKENDALL	DAVID OZUNA	SUSAN SAINT CYR	JOEL URDIALES
PABLO BARRERA	EULALIO CUEVAS	GEORGE GAVIA	ISABELO LABOY	HOMER PACHECANO	CONSUELO SALAS	ROBERT URRABAZO
KENNETH BARRETT	JAMES CUNDIFF	KARL GEYER	JUSTINA LARA	FRANK PADILLA	RENE SALAS	LAURA VALLEJO
RUBEN BARROS	VICKIE CURTIS	ROLAND GLORIA	BRANDON LASKOWSKI	ROBERT PARIS	ROBERTO SALAZAR	LINDAL VAN METER
JAMES BASWELL	DARRYL CURVIN	ROBIN GODDARD	GREGORY LAWRENCE	PAUL PARISI	MARY GONZALES	ANTONIO VASQUEZ
JOHN BEHRENDT	CHIEU DANG	SARA GOFF	HAROLD LAWRENCE	JOSE PARRA	DIANA SALCEDO	BENDER VASQUEZ
TERESA BERMEA	GLEN DAVIS	FRANK GOMEZ	JOSE LEDESMA	RAYMOND PARRISH	DAVID SALINAS	HECTOR VASQUEZ
GERARDO BLANCO	MERCEDES DAVIS	MARTIN GOMEZ	DEE LIM	PATRICK PATTON	EVA SAMANIEGO	TOMAS VAZQUEZ
JON BLANKS	MARIA DE LA CRUZ	IRENE GONZALES	ALFRED LIRA	ARNULFO PEREZ	RICHARD SANCHEZ	JOSE VELIZ
ANTHONY BOONE	ROBERT DE LA GARZA	JOSEPH GONZALES	LAURA LISERA	PETER PERSHA	ALBERT SANDOVAL	ERNESTO VERACRUZ
COLLIS BOONE	PHILIP DE LA ROSA	PETE GONZALES	CHRISTOPHER LONG	JERRY PLOCH	ELIA SANDOVAL	SUSAN VILLALOBOS
LISA BRICE	MICHAEL DE LEON	ROY GONZALES	ALAN LOPEZ	MICHAEL PLOCH	MARK SANDOVAL	NELSON VILLEGAS
DEBORA BRIGGS	XAVIER DE LEON	BETTY GONZALEZ	ALFONSO LOPEZ	NATHANIEL POLSGROVE	FELIX SANJUAN	GLORIA SANTILLAN
LISA BROWN	GERARDO DE LOS SANTOS	EDVIN GONZALEZ	ANDRES LOPEZ	GEORGE PONCE	ADOLFO SANMIGUEL	JANIS VOGT
MICHAEL BROZOVIC	MODESTO DE LOS SANTOS	JORGE GONZALEZ	NICOLAS LOPEZ	KENNETH POWERS	FRED SAUCEDO	BRIAN WALSH
MICHAEL BUECHER	ISABEL DELAROSA	AMALIA BULLIS	TYICE LOTT-HICE	LILIA POWERS	JUAN SAUCEDO	GAIL WARE
MICHAEL BURKOWSKI	DANIEL DELGADO	RANDALL GRAY	MARCUS MACHEMEHL	BARBARA PROSSSEN	PAUL SCHEEL	WYNETTA WARREN
MARVIN BYRD	FRANCISCO DELGADO	RICHARD GRIFFIN	LASONYA MADISON	ARTHUR RAMIREZ	WAYNE SCHLENTZ	ANITA WEAVER
JOHN CABAN	SHANA DEWEY	MARYALICE GUEDEA	JOE MADRIGAL JR	IRENE RAMIREZ	BRIAN SCHUETZE	ANTHONY WEAVER
LUIS CABRERA	MARK DIAMOND	STANTON GUENTHER	YVONNE MALONE	JOHN RAMIREZ	JARRARD SECREST	RUSSELL WEINMAN
TERESA CALDERON	STEVEN DIAZ	OLGA GUERRA	MORRIS MARTIN	LORENZO RAMIREZ	TERRY SHADER	BRUCE WHITE
JAMES CALDWELL	DEBRA DREW	JUAN GUTIERREZ	SUZANNE MARTIN	LOUISA RAMIREZ	GREGORY SHADROCK	JOYCE WIATREK
MICHAEL CANION	ELLEN ERENBAUM	LINDA GUTIERREZ	ALFREDO MARTINEZ	LUIS RAMIREZ	KEVIN SHAMLIN	VALERIE WILLET
MIGUEL CANO	GUADALUPE ESPARZA	MARIA GUZMAN	BRENDA MARTINEZ	PEDRO RAMIREZ	MARGARET SHANNON	JAMES WINGATE
MARIA CANTU	ROSA ESPARZA	BRYANT HALL	DANIEL MARTINEZ	RAUL RAMIREZ	EDDIE SHEAR	GEORGE WOOD
MARTHA CANTU	HECTOR ESPINOZA	SHERRIE HALL	JUAN MARTINEZ	RICARDO RAMIREZ	GEORGE SHELTER	WILLIAM WRIGHT
SERGIO CARDENAS	DOROTHY ESTRADA	CYNTHIA HALLMARK	LINDA MARTINEZ	ROBERT RAMIREZ	VALERIE SHERMAN	JOSE YBANEZ
ALFRED CARNOT	JOEL FERNANDEZ	BARBARA HARDY	MARK MARTINEZ	VERONICA RAMIREZ	CAROL SIMINGTON	KATHY YEHL
ANTONIO CARRASCO	AUSTIN FIKES	FOSTYR HARKINS	ROBERT MARTINEZ	MARICELA GARCIA	JOHN SIMS	TONIA YOUNG
GREGORY CARSON	MELISA FIORELLI	WALTER HAYNIE	ROSA MARTINEZ	DAVID RAMOS	LINDA SIMS	CHARLES ZAHN
JAMES CARUSO	JOHNNY FISHER	SUSAN HECK	DANIEL DE ESCOBAR	JOSE RAMOS	PATRICK SIMS	ANDREW ZAPATA
JOE CASIANO	JAMES FLORANCE	AGUSTIN HERNANDEZ	MARIA MATA	BELINDA RANKIN	DOUGLAS SINGLETON	ALEJANDRO ZAVALA
ZOILLO CASTANO	FRANCISCO FLORES	MARIA HERNANDEZ	FLACIA MAYES	JAMES REA	DOUGLAS SMITH	HECTOR ZAVALA
ANGELITTA CASTILLO	REYNALDO FLORES	MARIO HERNANDEZ	DUSTIN MC CLOUD	DAVID EARNEST REED	RAYMOND SMITH	MICHAEL ZEHR
MICHAEL CASTILLO	RICHARD FLORES	MICHAEL HERNANDEZ	CAROLYN MC KEE	RICHARD REEVES	AMAR SOOJHAI	
EUSEBIO CASTILLO JR	CHRISTINA FOLEY	NESTORA HERNANDEZ	MARK MCCARTHY	CHRISTOPHER REININGER	STEVEN SOUTHERS	
KATHY QUICKEL	JUDY FORDYCE	OLIVIA HERNANDEZ	RAMON MEDINA	SYLVIA RENDON	DEBRA STEPHENS	
MARY CASTRO	ANTOINETTE FORRESTER	EDWARD HERRERA	MANUEL MEDRANO	DAVID REYES	EDWARD SUSTAITA	
NORA CASTRO	DENISE FOSTER	ALLAN HICKEY	MICHAEL MEJIA	SANDRA REYES		

Airport Volunteers

John Achilles	Liz Bruton	Robert Dillon	Stephanie Gawrys	Carol Hoke	Sandra Leigh	Ida Miles	Earline Richardson	Carol Thompson
Beverly Adkins	Barbara Burns	Randy Drum	Jackie George	Bennie Hopper	Dora Lemon	Meg Monks	Gloria Robinson	Don Thompson
Mickey Amacker	Rebekah Bustmante	Marilyn Dwyer	Bonnie Gioiello	Sophye Hopper	Gert Lewis	Shirley Montgomery	Cher Ross	Wally Thurston
Consuelo Anaya	Jean Catalani	Victoria DuMaurier	Danny Gonzalez	Lillian Hoting	Jerry Lloyd	Michael Moran	Al Rusomano	William Thurston
Elizabeth Ankeny	Diana Canavan	Rose Marie Elsner	Larry Goodman	Jean Huedepohl	Elaine Loehelein	Larry Morphe	Bryan Sagor	Irene Ugarte
John Apici	Terri Carrington	Peter Eng	Paulette Goodman	Jose Ibarra	Barbara Loomis	Linda Morphe	Frank Scalise	Scott VanDerhoof
Judith Apici	Roger Carter	Sylvia Esparza	Tony Grauzer	Carol Ingham	Irene Lopez	Anna Morrison	Catarina Scrivner	Delia Vega
Jill Askins	Ann Castleberry	Letty Ezell	Mari-Beth Graves	Doug Jacobsen	Leo Lorenzo	Jim Shelton	Elvis Neie	Irma Vera
Mary Lou Bargnesi	Martha Cerna	Julie Fagan	Ed Greer	Dan Jarvis	Gloria Lozano	Leslie Newton	Fae Simmons	Darryl Veldhuizen
Josephine Basey	Linda Chandler	Bill Fagan	Richard Groomes	Marilyn Jarvis	Susan Lunbery	John Ohlenbusch	Gary Simons	Bob Walker
Jim Basey	Virginia Cocke	Dionicia Ferdin	Annice Guenther	Jackie Jemerson	Gini Mabry	Nancy Olansky	Sichan Siv	Charlotte Warmoski
Shirley Basham	Ann Corman	Bud Fisher	Dennis Gurtner	Carol Johnson	Ron Martel	Richard Olansky	Christina Smith	Ed Wells
Jerry Baumann	Lowell Cornelius	Carol Fisher	Spencer Gutz	Morris Johnson	Rosemary Mathis	Loretta Ortega	George Smith	Bill Weston
Jim Beach	Frank Dannenberg Jr.	Roland Flowers	Teddy Gutz	Nancy Jones	Billie May	Pat Owensby	Janet Smith	Barbara Wisenmant
Rudy Beltran	Martha Dannenberg Jr.	Helen Fox	Sean Habina	Clinton "Buzz" Jordan	Reva McClenny	Dottie Paschall	Steve Spear	Larry Wisenmant
Avis Bergh	Jim Davidson	Carol Gagliardi	Hank Hadigian	Henry Juarez	Paul McCombs	Don Pass	Dorothy Spencer	Gary Wilke
Jerry Bergh	Paul Dee	Betty Garanzuay	Sally Hadigian	Patti Kamat	Ruth McFarland	Elizabeth Patterson	Eleanor Sprowl	Mary Wilke
Ellen Bockenfeld	Ella DeKunder	Janelle Harshaw	Lamia Haynes	Jean Karen	Burke McIlwain	Paul Patterson	George Stevenson	Rodney Williams
Cindy Boren	Cristina De La Garza	Mary Beth Gardner	Janet Harvey	Peggy Keesee	Lonnie Meggett	Rudy Quintero	Rosalyn Sullivan	George Workman
Doug Boren	Joseph Delpero	Jackie Garner	John Heberling	Violet Kelly	Joe Mergele	Arnold Ramirez	Jeannine Swiger	Celia Young
Scharlotte Bradley	Kay Delpero	Barbara Garrow	Wilma Heberling	Leslie Kempler	Rick Meuse	Irma Ramirez	Don Taubert	Jim Youngson
Sylvia Braye	Emil Deucker	Tom Garrow	Jim Helling	Aman Ladek	Lisa Miller	Jerry Rankin	Lynn Taylor	
Ann Brown	Bart Diaz	Mary Gavia	Marlene Hess	Lynne Lee	Mary Miller	Richard Miller	Brenda Tobey	
Steve Brown	Carol Dickus	Russ Gawrys		Gary Leidwanger		Geneva Ray	Ray Thompsett	

